

# THE HAWAIIAN STAR

DAILY SEMI-WEEKLY.

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L. D. TIMMONS, MANAGER

Business office telephone, 2365; postoffice box, 360.

## Oceanic Steamship Company

### Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
FEB. 16	FEB. 22	FEB. 6	FEB. 12
MAR. 8	MAR. 15	FEB. 23	MAR. 5
MAR. 30	APR. 5	MAR. 20	MAR. 26
		APR. 10	APR. 16

RATES from Honolulu to San Francisco: First Class, \$65; Round Trip, \$110. Family Room, extra.

Reservations will not be held later than Forty-Eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

## C Brewer & Co., Ltd.

GENERAL AGENTS.

## Canadian-Australian Royal Mail Steamship Co.

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY, between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Auckland, N. Z.

FOR FIJI AND AUSTRALIA	FOR VANCOUVER
S. S. MAKURA.....FEB. 23	S. S. MAKURA.....FEB. 27
S. S. MAKURA.....MAR. 27	S. S. ZEALANDIA.....MAR. 26
S. S. ZEALANDIA.....APR. 24	S. S. MAKURA.....APR. 23

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

## Theo. H. Davies & Co., Ltd., Gen'l Agents

## Pacific Mail Steamship Co.

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

For the Orient:	For San Francisco.
S. S. PERSIA.....FEB. 20	S. S. SIBERIA.....FEB. 17
S. S. KOREA.....FEB. 26	S. S. CHINA.....FEB. 23

\* Will call at Manila.

For general information apply to

## H. Hackfeld & Co., - - - - - Agents

## Matson Navigation Co.'s Schedule, 1912

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco.	Sail for San Francisco.
S. S. LURLINE.....FEB. 14	S. S. LURLINE.....FEB. 20
S. S. WILHELMINA.....FEB. 20	S. S. WILHELMINA.....FEB. 26
S. S. HONOLULU.....FEB. 27	S. S. HONOLULU.....MAR. 6
S. S. LURLINE.....MAR. 13	S. S. LURLINE.....MAR. 19
S. S. WILHELMINA.....MAR. 19	

S. S. Hionian sails from San Francisco for Honolulu direct on or about February 5th.

S. S. Hyades sails from Seattle for Honolulu direct on or about February 17.

CASTLE & COOKE, LT. D., GENERAL AGENTS.

## American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:
S. S. COLUMBIAN.....FEB. 16
S. S. ALASKAN.....FEB. 27
S. S. ARIZONIAN.....FEB. 27

For further information apply to

H. HACKFELD & CO., LTD., Agents, Honolulu.

C. P. MORSE, General Freight Agent.

## Toyo Kisen Kaisha.

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT:	FOR SAN FRANCISCO:
S. S. NIPPON MARU.....FEB. 5	S. S. SHINYO MARU.....FEB. 9
S. S. TENYO MARU.....FEB. 12	S. S. SHINYO MARU.....MAR. 8
S. S. SHINYO MARU.....MAR. 5	NIPPON MARU.....MAR. 29
CHIYO MARU.....APR. 2	TENYO MARU.....APR. 5

## Castle & Cooke, Ltd., Agents

WHEN THE UNION-PACIFIC TRANSFER CO. HANDLE YOUR BAGGAGE IT GETS ON THE RIGHT STEAMER.

Office King St., next Young Hotel. Telephones 1874 and 1875.

# Shipping And Waterfront News

(Additional Shipping on Page Five)

## TIDES, SUN AND MOON.

New moon Feb. 17th at 7:13 p. m.

Time	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.
12	0:43	1:17	12:04	5:29	6:55	0:31	5:58	1:26	12:04	5:29	6:55	0:31
13	1:23	1:57	1:13	6:21	7:47	0:59	6:28	2:06	12:44	5:49	7:15	0:41
14	2:06	2:40	1:56	7:11	8:37	1:30	7:09	2:49	13:27	6:30	8:00	1:19
15	2:44	3:18	2:34	8:00	9:26	2:00	7:58	3:27	14:09	7:10	8:49	1:57
16	3:21	3:57	3:11	8:41	10:15	2:30	8:47	4:06	14:50	7:51	9:30	2:35
17	3:53	4:29	3:44	9:18	10:45	3:00	9:16	4:44	15:31	8:32	10:01	3:13
18	4:25	5:01	4:16	9:56	11:15	3:30	9:54	5:22	16:12	9:13	10:42	3:51

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 167 degrees 30 mins. The time whistle blows at 1:30 p. m., which is the same as Greenwich 9 hours 6 minutes. The sun and moon are for local time for the whole group.

## THE MAIL.

To San Francisco, per Siberia, February 17.  
From San Francisco, per Lurline, February 14.  
From the Orient, per Siberia, February 17.  
To the Orient, per Sherman, February 15.  
To Australia, per Makura, February 23.  
From Australia, per Makura, February 27.

## SHIPPING IN PORT.

(Government Vessels.)

U. S. N. tug Navajo from Mare Island, July 20.  
U. S. S. California, West Virginia, Colorado, and South Dakota.  
Glacier from San Francisco, December 24.  
U. S. L. H. tender Kukui from cruise, February 4.  
U. S. R. C. Thetis, from Seattle, February 11.

(Merchant Vessels.)

Erskine M. Phelps, from San Francisco, January 5.  
Flourance Ward, from Midway Island, January 15.  
Elfrida, from Hamburg, January 31.  
Fred J. Wood, from Astoria, February 9.  
H. A. L. S. Cleveland, from San Francisco, February 13.

## VESSELS DUE HERE.

From San Francisco  
Lurline, February 14.  
Persia, February 20.  
Wilhelmina, February 20.  
Sierra, February 22.  
Korea, February 26.  
Honolulu, February 27.  
From Australia.  
Makura, February 27.  
Zealandia, March 26.  
Marama, April 23.  
Makura, May 21.  
Zealandia, June 18.  
Marama, July 16.  
From the Orient.  
Siberia, February 17.  
China, February 23.  
Manchuria, March 2.  
Chiyo Maru, March 8.

## PROJECTED DEPARTURES.

For San Francisco.  
Siberia, February 17.  
Lurline, February 20.  
China, February 23.  
Sierra, February 25.  
Wilhelmina, February 28.  
Manchuria, March 2.  
For Australia.  
Marama, February 28.  
Makura, March 27.  
Zealandia, April 24.  
Marama, May 22.  
Makura, June 19.  
Zealandia, July 12.  
Marama, August 14.  
For the Orient.  
Persia, February 20.  
Korea, February 26.  
Shinjo Maru, March 5.  
Siberia, March 11.  
China, March 18.  
Manchuria, March 25.

## INTER-ISLAND SAILINGS.

For Hawaii Ports via Maui.  
Mauna Kea, I. I. S. N. Co., every Tuesday.  
Clandine, Inter-Island S. N. Co., every Friday.  
For Maui, via Molokai.  
Likilike, every Tuesday.  
For Kauai Ports.  
W. G. Hall, I. I. S. N. Co., every Thursday.  
Kinau, I. I. S. N. Co., every Tuesday.  
For Kona and Kau Ports.  
Kilauea, I. I. S. N. Co., alternate Tuesdays and Fridays.  
An extension of time has recently been granted Mr. Eben P. Low, whose lease of Kahoolawe expired December

## SHERMAN COMING TOMORROW NIGHT

Will be Here Tomorrow at Five o'clock--  
Lurline Also due--Cleveland Out  
Tomorrow--Dull Waterfront

The transport Sherman has wireless to the Quartermaster's Department that she will be here tomorrow afternoon at five o'clock from San Francisco, via Monterey. She will berth at the Oceanic wharf, and will leave as soon as possible afterward for Manila via Guam.

## LURLINE TOMORROW.

The Lurline is also due tomorrow afternoon late from San Francisco having been delayed with a southwest gale. She will go to the Hackfeld wharf.

## WATERFRONT QUIET.

Apart from the arrival of the Cleveland, there was a quiet time along the front this morning. There was absolutely nothing doing. The Cleveland, of course, made quite a stir when she docked at the Alakea wharf shortly after eight o'clock but the crowd soon dispersed, and there is no work going on aboard her, such as discharging or taking on cargo. Tomorrow will be a busy day. The Mexican schooner will be in some time from the Sound, the Lurline and the Sherman are expected late in the afternoon, and there will be some inter-island arrivals.

## TRUTH SACRIFICED FOR SENSATION

The report was recently published in an afternoon paper that the Kiyo Maru was disabled in midocean through shortage of coal, and that she had to be towed into port by a Japanese warship. The chief engineer was said to have committed suicide because of the worry of the disabled ship had been too much for him.

The story was fine for a paper that makes a feature of sensations irrespective of accuracy, but unfortunately the agents for the T. K. K. line, Castle & Cooke, have not got the same way to look at things, and have denied it, just as they denied the statement made in a morning paper that a girl was washed overboard from the Nippon Maru.

T. H. Peirce, secretary of Castle & Cooke, puts the matter right in the following letter:

"In view of the reports recently published in the local papers in connection with the voyage of the S. S. Kiyo Maru from Honolulu to Yokohama, we would state that the following excerpt is from a letter addressed to us by Mr. S. Asano, president of the Toyo Kisen Kaisha, under date of January 29: 'S. S. Kiyo Maru, voyage No. 4, home: As you are aware, this vessel left Honolulu with 1066 tons of bunker coal, according to the calculations of the chief engineer, but later on it was found that he had made a miscalculation and that the actual quantity on board was a little less than it should have been leaving Honolulu. When the shortage of coal was discovered, the captain ordered an investigation of the actual amount of coal on board and satisfied himself that the ship could arrive at Yokohama safely if the weather conditions were favorable. Unfortunately after this the weather became unfavorable, and if this condition had continued an actual shortage of coal might have occurred, of which fact Captain Togo fully advised us by wireless. This

selmo. Captain Dowdell was for

## FORESTER HOSMER WOULD HAVE EBEN LOW RECLAIM KAHOO LAWE

(Continued from page One)

The value of the pill grass section rests largely in the fact that algaroba trees are gradually coming up all over it. In time as the forest spreads, it will be of much more value, for stock feed, for honey rights and for wood. The feed furnished by the algaroba means and the pill grass is sufficient to carry a limited number of horses, provided they can get water. With some slight repairs the cisterns and the wells already on the island can be put into shape to supply enough water for from 100 to 150 head. By the construction of additional cisterns the number of head for which there is dry feed could probably be doubled. By licensing the use of this section for some such limited number of horses, for a short term of years, under definite restrictions, not only will algaroba seed be spread more rapidly over the land, but in addition some revenue can later be got which could be used in the inauguration of other lines of reclamation.

An extension of time has recently been granted Mr. Eben P. Low, whose lease of Kahoolawe expired December

twenty-nine years with J. D. Spreckels & Brothers, company. During that time he has commanded the liners Zealandia, Alameda and Mariposa. He also brought the tug Vigilant, which later was sold to the navy, out from the east.

of this prospectus is hereto attached.

The question before the board is twofold: First, as to policy; second, as to details in the matter of requirements, were such a license granted.

As to policy: As a forest reserve Kahoolawe is unique. The island was so set apart that it might come under the control of the Board of Agriculture and Forestry, as being the territorial department best equipped to effect its reclamation. When, eventually, it is again rendered productive, the idea is to take the greater portion of the island out of the reserve and use it as may then seem best, under such restrictions as may be necessary, for various forms of agriculture. This being so, a radically different method of treatment from that followed in most of the Hawaiian forest reserves is not only permissible but essential. There is no money in sight for such work as the reclamation of Kahoolawe, and even if there were it is doubtful, in view of the pressing needs of many of our native forest areas, if it would be wise so to use any large sums for this purpose. By such an arrangement as is here proposed this obstacle is overcome, the island being made to pay for itself, and to increase in value as it does so. With the fulfillment of the conditions made on the part of the board, I can not see, even if the licensee should be unsuccessful in carrying out all his plans, how the government could suffer, for whatever had been accomplished would be all to the good of the island. For these reasons I believe the board would be quite justified in granting a license of the character proposed.

As to terms: Any license to pasture horses on Kahoolawe should contain the following provisions:

1. Regulation of the license.  
(1) The number of head should be limited so as not to exceed at the start one hundred horses.  
(2) The period of the license should be for five years, with the privilege of an extension, with a revised schedule of payments, for five years more.  
(3) The government should reserve the right to grant, either to the original licensee or to others, additional licenses for the apiary privilege, for the keeping of pigs, or for any other uses not inconsistent with the horse pasturing license, for each of which additional compensation should be demanded.

2. Reclamation provisions:  
(4) The licensee should be required to take all reasonable measures to police the island and prevent injury to government property through trespass by fishermen and others.  
(5) Provide at least one laborer to work under the direction of the licensee's foreman, in accordance with an outline of instructions to be drawn up by the territorial forester, to collect and feed algaroba beans to the horses at designated places, to collect the seed-impregnated manure at

these spots and carrying it with pack animals, systematically to place it at strategic points along all the gulches, so that the spread of the algaroba forest may be hastened in the places where it is most needed. Later, were additional laborers employed, they should put in part of their time on other planting work, as of trees and soil-binding plants on the upland, coconuts along the shore, etc.

(8) Have his employees read the three rain gauges now installed on Kahoolawe and make and transmit to the territorial forester such other meteorological observations and records as may from time to time be required.

(9) Have his employees assist, as far as they reasonably can, such agents of the board of agriculture and forestry as may visit the island, especially by allowing them the use of horses and by providing them accommodations at their camps.

(10) Use every reasonable endeavor to rid the island of any sheep and goats that may have escaped at the time of the drives.

(11) Later, at the expiration of the five years term, it will probably be found advisable to require the construction of fences to shut off the pill grass area from the upper lands, on parts of which by then some of the native grasses will probably have re-established themselves. A provision covering such work could well be inserted when the schedule of payments came to be adjusted at that time. For the present it is not necessary that such fences be built but it would be a good plan if the licensee were required, upon request, to fence in small plots at such points on the mountain as might be designated by the forester for experimental planting. It could be specified that not more than a stated length of fence, say 1500 feet, would be required in any one year.

It is of course necessary that a responsible person be secured as licensee. For several reasons Mr. Low seems to be as satisfactory a man to take charge of this work as the board is likely to secure. Having had experience with Kahoolawe he knows the difficulties that must be met. He is already equipped with boats where by the island can be reached. And he has a liking for Kahoolawe that causes him to regard such a proposition as the present in the same light as another man might look upon some other avocation.

Believing then that the government stands to gain from whatever reclamation work is done on Kahoolawe and that the program here proposed is one that will work out satisfactorily in practice, I recommend that the board approve it and authorize the issuance of the license containing the provisions suggested.

Very respectfully,  
RALPH S. HOSMER,  
Superintendent of Forestry.

## SKIN TROUBLES GROW WORSE.

Eczema, Psoriasis, and other skin troubles are caused by myriads of germs at work in the skin. Unless these germs are promptly destroyed they rapidly multiply, knowing their way deep into the sensitive tissue. This is what causes that awful itch, and what seemed a mere rash may grow worse and develop into a loathsome and torturing skin disease with its years and years of misery.

Don't take any chances! Destroy the germs at the beginning of the trouble with that soothing and cleansing wash, the D. D. D. Prescription for Eczema.

We have had experience with many remedies for skin trouble but have never—never seen such remarkable cures as those from D. D. D. Prescription. Instant relief from the very first application.

If you have skin trouble of any kind, investigate the merits of D. D. D. We know that D. D. D. will help you. Benson Smith & Co.

## For One Week

Beginning

February 14th

Mr. Morgenthaler, the Wall Paper Expert, of M. H. Birge & Sons Co. of Buffalo, N. Y., will be at our store with a display of

## FINE WALL HANGINGS

Mr. Morgenthaler's visit is an event of unusual interest, not only to those contemplating wall decorations, but to all, for it affords an opportunity to see a beautiful selection of the latest ideas in Wall Paper designs and colorings and to secure exclusive patterns.

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